

THE THISTLE'S CHALLENGE

ACCEPTED BY THE NEW-YORK YACHT CLUB

THE CUP RACES TO TAKE PLACE IN OCTOBER-

The Regatta Committee of the New-York Yacht Club which considers all the challenges for the America's cup met yesterday in the office of ex-Commodore James D. Smith, the chairman, to act upon the challenge received from the secretary of the Royal Clyde Yacht Club for James W. Bull.

a member of that club and a representative of the syndicate that is building the yacht Thistle. The members of the committee present besides the chairman were Secretary William Krebs, Vice-Commander Haight, G. L. Haight, Philip Schuyler, John F. Dickerson, and Acting Secretary E. M. Brown. The meeting was a private one and there were a large number of yacht men in and about the office waiting to hear the decision of the committee. Mr. Krebs read the challenge, which was as follows:

NEW YORK, N. Y.,
March 18, 1887.

TO JOHN H. BIRD, Secretary, New York Yacht Club.
DEAR SIR: Referring to our correspondence last autumn I have now, on behalf of the Royal Cigarette Yacht Club, and in the name of the syndicate which has been organized to claim the right of sailing a match for the America's Cup, to inform you that we have accepted the challenge of Mr. James Bird, the vice-commander of said club, and have agreed to sail the new vessel constructed in the United States of America; and I accordingly enclose herewith a copy of the agreement made on the 6th of October next for the commencement of the match.

The Thistle has been constructed on the Clyde. She entered the harbor on the 12th inst. and is now on board the transcript from the custom house register, is as follows:

Length per register.	98 ft.
Breadth.	9 ft. 6 in.
Depth.	10 ft.
Displacement.	100 tons.

I send also a statement of their dimensions by Mr. G. D. Watkins.

[illegible]

Mr. Bell will also accept Mr. George L. Schriver as a member, and the committee shall be final on all questions which may arise on any details in the arrangement for the race or races.

I will now state some additional arrangements which are thought necessary. The first is a point which the committee has already brought up, and that is, the patrol steamer (one for each of the competing yachts) should be employed to keep the yachts in line, and to prevent any of them from taking the risk of the race being obstructed by accompanying steamers and cruising yachts.

Under the circumstances, the committee has decided to have a representative of the sporting yacht on board. I trust that the committee will be able to make the necessary arrangements.

The committee after a short discussion accepted the challenge and telegraphed their decision immediately to the secretary of the Royal Clyde Yacht Club. As the additional races proposed by Mr. Bell were made specific points of his challenge, and could be accepted or rejected as the committee decided, they were made the subject of correspondence and the committee's reasons for not accepting the number of races were sent by mail to Mr. Bell. To continue the contest through two additional days would

As an exceedingly expensive building, and the New-York Yacht Club members do not care to contribute to meet the additional expense that would necessarily be incurred. As it is, vrant with trial races and possible delays from the weather, the boat will be ready in a very short time limit, a heavy bill of expense for the club is looked for. Mr. Bell's object in asking for two exhibitions of the boat is to give the club a chance to give the Thistle three days of heavy weather, as under such conditions he believes, that his cutter will have the best chance of carrying home the long-coveted cup.

Yachtsmen here, after having studied the dimensions of the boat, are not at all sanguine. They are confident that the New-York Yacht Club will still retain it. The Mayflower will be out of the question for the time being, and the Thistle will be the only express for the race; so the Puritan, Priscilla and Sachem are looked upon as possible defenders of the club's honor. The Thistle, however, says the Mayflower, sails for England shortly and will make it time to point to improve the boat carefully before the crisis comes. The result of his investigation will be of great importance to the club and will probably do away with the Thistle's reputation as a fast boat. The sole intent of the designer of the Thistle seems to have been to give her sail-carrying power,

And she will be none; from a beam to carry an enormous spread of sail. But she is too deep to be a remarkably fast boat and either the Genesta or Galatea can probably give her points in speed.

Another request of the Thistle's owners is to call every race a *duke* wherein an accident occurs, whether the fault of the yacht or from some other cause. The breaking of a *spar* or the carrying away of a sail will be sufficient to declare a race off for that day. In this Mr. Bell, it is thought, also asks too

much. His lot was to carry a great amount of sail, and in a heavy sea, without danger of breaking a spar or carrying away or spitting the canvas. But he would take the risk of such accidents in the hope of beating his rival in the race. The two steamers shall patrol the course, one with each yacht, to keep away excursion boats and tugs. This is looked upon as impracticable, as the patrol steamers would have no authority to board the yachts, and the yachts would not allow to be boarded. The courtesy of the steamboat captains that the inside course is kept as clear as it is. The severe censure that the captain of the steamer has received for his conduct in the race, and the relative bows at the races last year will undoubtedly be remembered, and the steamship captains, although extremely anxious to give their passengers as good a venture ground as they can, will be careful to keep the inside of the race and

THE AFFRAY BETWEEN BOSTON GAMBLERS.
BOSTON, March 29.—Adolphe Albrecht, who shot the gamblers Flanagan and Lannahan yesterday, was arraigned this morning, but the case was adjourned for two weeks to next Wednesday.

weeks and Albrecht was remanded to jail. Pittsburg is reported to be much worse. An evening newspaper states that there is evidence in hearing that the shooting was premeditated, but the general opinion prevails that Albrecht was attacked and shot his assailants in self-defense.

PITTSBURG, March 29 (*Special*).—Daniel Lannahan, the gambler, was a former Pittsburg and brother of John Lannahan, a wealthy scrap-iron dealer here. The deceased man was at one time a river captain. He left Pittsburg before the War with Captain Wilson, of Allegheny, on the steamer Pine Bluff and was not heard of until about a year ago, when he returned to Pittsburg for a short

RUNNING DOWN A BOATLOAD OF NEGROES.
COLUMBIA, S. C., March 29 (Special).—Information has been received here of an outrage committed on the Cooper River near Oakley, for which Captain Lewis Poinsett, of the sloop Carrie and Hattie, will probably suffer. A large party of negro laborers who had been working on a river

plantation on one side of the river were being conveyed across to their homes on the other side in a flatboat. When the boat was in the middle of the stream it was passed by the sloop. After passing about a hundred yards the sloop came about and notwithstanding the ample room in the river, ran directly into the flatboat which was partially shut open and a number of men jumped into the river, four of them being drowned. The jury of inquest put the responsibility on Captain Polasek, who has been committed to jail.

CHICAGO, March 29 (Special).—The Grand Jury has another lot of indictments ready. How soon they will be pressed depends entirely upon the State Attorney's office. It is evident that the jurors do not feel that they have got to the bottom of the conspiracy, or that they have yet been able to bring the chief conspirators under the ban. The management of the County Hospital and

The scandal growing out of the artolesia well at Jefferson were the fruitful subjects of investigation this morning. In the afternoon a new field was worked. For the first time the jury took up the County Building "preserving paint" job.

HONORING PAUL TULANE'S MEMORY.
NEW-ORLEANS, March 29.—A special diastech from

Baton Rouge to *The Times Democrat* says that Governor McEnery has issued a proclamation in which he announces officially the death of Paul Tulane, at Princeton. After reviewing Mr. Tulane's life, the Governor recommends that all public offices be closed on the day appointed for his funeral, and that due honors then be paid to his memory.

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